Metropolitan Washington
Council of Governments

REGIONAL ELECTRIC VEHICLE DEPLOYMENT WORKING GROUP (REVD)

Meeting Summary: July 16, 2026, 1:00 PM – 3:00 PM

REVD Local and State Government Members in Attendance:

- Amy Posner, City of Alexandria, REVD Chair
- Al Carr, DC DOEE
- Amanda Campbell, City of Rockville
- Amanda Minh, MDOT
- Brian Booher, Montgomery County
- Julie Gurnee, Fairfax County
- Denzel John, City of Rockville
- Emily Nachbar, Arlington County
- Erica Shingara, City of Rockville
- Erin Belt, VDOT
- Luisa Robles, City of Greenbelt
- Mel Hogg, DC DOEE
- Steve Skolnik, City of Greenbelt
- Tasin Malik, DDOT
- Logan McSherry, Frederick County
- Virginia Burke, MDOT

Additional Attendees:

- Alleyn Harned, Virginia Clean Cities
- Antoine Thompson, GWRCCC
- Ben, Kerbo CHarge

COG Staff:

- Leah Boggs, COG DEP
- Robert Christopher, COG DEP
- Maia Davis, COG DEP
- Pierre Gaunard, DTP Staff
- Erin Morrow, DTP Staff

1. INTRODUCTION AND WELCOME

Amy Posner, Electric Vehicle Planner, City of Alexandria, REVD Chair

Chair Posner welcomed attendees and reviewed the agenda. Members approved the May 21, 2026 meeting summary without corrections. She noted that the right-of-way charging presentation followed up on a topic raised during the previous meeting's Office Hours, and that DDOT would provide an overview of medium- and heavy-duty vehicle charging.

2. OFFICE HOURS

REVD Members

Chair Posner facilitated the recurring Office Hours discussion, providing a forum for members to share policy changes, project updates, funding developments, charging costs, and implementation challenges.

Key Discussion Topics:

- **Arlington EV Zoning Updates:** Emily Nachbar reported that Arlington County approved zoning amendments that make EV charging easier to install. Changes include more flexible charger placement, revised parking-count rules for charging spaces, an EV accommodation-space

category, limited zoning review when charging is the only property change, and continued credit for parking spaces signed for EV charging.

- **District of Columbia Incentives and Pilots:** Al Carr reported that DC extended its residential and business EV-charger tax credits for ten years, expanded an existing conversion credit to include food-truck generator electrification, and approved a personal-property-tax exemption for public chargers. DOEE is also advancing multifamily rebates and curbside pilots with Its Electric and Voltpost using Volkswagen settlement funds and other support.
- **Montgomery County Deployment and Pricing:** Brian Booher shared updates on Community EVSE-funded charging, a planned fast-charging hub at the Executive Office Building, and a federally supported procurement covering approximately 21 sites. He also noted that county garage charging rates increased from about $0.17 to $0.35 per kWh to better recover electricity, maintenance, and service costs.
- **Charging Rates and Cost Recovery:** Members compared approaches to public charging fees. Arlington County is considering raising its rate from $0.175 to approximately $0.30 per kWh to reflect higher electricity prices and recover a portion of charger capital costs over the equipment life.
- **Maryland Registration Requirements:** Rockville and Montgomery County representatives discussed Maryland Department of Agriculture weights-and-measures registration for public charging ports. The annual fee was reduced from $150 to $75 per port, but members remained concerned about impacts on multifamily properties and on building excess capacity for future demand.
- **Local Programs and Fleet Projects:** Rockville reported zoning and accessibility updates, planned public/fleet charging through Blink, and a contract with Highland Electric Fleets for two electric shuttle buses and two Kempower DC fast chargers anticipated in 2027. Alexandria announced another round of Plug-In Alexandria technical assistance and grants, expanded to nonprofits and houses of worship.
- **Reliability Testing and Regional Events:** Antoine Maurice Thompson announced a forthcoming real-world EV-charger reliability testing project expected to assess roughly 40 to 60 charging ports, along with Drive Electric Month activities and an October regional conference. Alleyn Harned promoted the Mid-Atlantic Advanced Transportation Summit and Expo in Harrisonburg, Virginia

Action Item: Members will continue sharing zoning language, charging-rate methodologies, managed-charging opportunities, Maryland registration impacts, and upcoming events. Interested jurisdictions may coordinate with the forthcoming regional charger reliability testing project.

3. RIGHT-OF-WAY CHARGING

Amanda Campbell, City of Rockville; Ben, Kerbo Charge

Amanda Campbell presented Rockville's approach to enabling residential EV charging across the public sidewalk, followed by a technical overview from Kerbo Charge. The project grew out of Rockville's 2025 Electric Vehicle Readiness Plan and addresses residents who park on-street and cannot install a driveway or parking pad.

Takeaways:

- **Rockville Pilot Installation:** Rockville completed what the presenters described as the first publicly permitted cross-sidewalk charging-channel installation in the United States. The pilot was initiated by resident Clark Reed and uses a shallow, flush-mounted channel that allows a charging cable to be inserted during use and removed afterward.

- **Permitting Pathway:** The city combined an existing public-works right-of-way permit with an electrical permit and, when necessary, a building permit. Applicants submit a simple site drawing identifying the charger, cable route, parking location, and nearby utilities or other right-of-way features.
- **Property and Maintenance Agreement:** Rockville developed a Declaration of Covenants and Maintenance Agreement that assigns inspection, maintenance, and restoration responsibilities to the homeowner. Authority to sign the agreement was delegated to the city manager, avoiding case-by-case approval by the Mayor and Council. The agreement is recorded in the land records so obligations carry forward with the property, and the city requires a $250 bond for the channel.
- **Installation and Accessibility:** The channel is cut approximately 40 millimeters deep and 70 millimeters wide, installed with mortar and flexible sealant, and designed to remain flush with the walking surface. Kerbo Charge also offers an insertion aid for users who cannot bend down and described vehicle-rated products for locations subject to heavier loads.
- **Equity and Cost Benefits:** The approach can extend lower-cost home charging to residents without driveways, including households in dense neighborhoods and workers who take fleet vehicles home overnight. Because the charger can remain on the building or private property, the channel can cost substantially less than installing a curbside pedestal and underground conduit.
- **Scalability and Administration:** Kerbo Charge emphasized that streamlined permitting is the principal requirement for wider U.S. deployment. In the United Kingdom, some local authorities use a consolidated online application, while others rely on a commercial managed-service model that assumes maintenance, insurance, removal, and restoration responsibilities.
- **Parking and Drainage:** The model does not require a reserved parking space; users typically charge once or twice per week when they can park near the channel. Water generally drains toward the street or through a small soakaway drilled to a porous subbase where site conditions require it.

Discussion: Members discussed applications for homeowners associations, multifamily communities, commercial properties, and narrow sidewalks where pedestal chargers would reduce the accessible path. Questions focused on drainage, maintenance liability, permitting differences among jurisdictions, utility conflicts, and the possibility of using commercial providers to simplify administration.

Action Items: Rockville will finalize and publish its guidance and technical standards. Members interested in similar installations may review Rockville's permitting model, identify privately owned sidewalks or HOA properties suitable for early deployment, and contact Kerbo Charge regarding samples, installer training, or technical support.

4. MEDIUM- AND HEAVY-DUTY CHARGING

John Thomas, District Department of Transportation

John Thomas provided an overview of DDOT's fleet electrification strategy, charging sites, battery-storage projects, and planning challenges for medium- and heavy-duty vehicles.

Takeaways:

- **Budget and Organizational Challenges:** DDOT and other District agencies generally budget around vehicle replacement cycles, while charging infrastructure requires separate capital planning. Many agencies do not have dedicated fleet staff, and property ownership or leasing arrangements can complicate charger deployment.
- **Vehicle Availability:** Light-duty EVs are increasingly available, but ordering windows and long lead times remain significant constraints for medium- and heavy-duty vehicles. DDOT is evaluating or acquiring electric sweepers, Class 6 trucks, bucket and dump trucks, shuttle and utility vehicles,

a Volvo front-end loader, and other specialized equipment as suitable products reach the market.

- **Distributed and Shared Charging:** DDOT is considering a mix of Level 2 charging at government sites, larger quadrant-based government charging hubs, shared facilities with private fleets, and mobile charging for small agencies or sites where permanent infrastructure is not cost-effective.
- **Battery Storage Strategy:** A central goal is to use stationary batteries to reduce or avoid expensive utility upgrades. DDOT is developing a 3.5 MW battery-storage system at its South Capitol site, expanding battery-supported charging at W Street, and acquiring portable charging equipment that can serve vehicles at smaller sites or provide roadside support.
- **Solar Integration:** DDOT plans to pair battery storage with solar canopies at several operational facilities. At the W Street site, the proposed solar system is expected to produce approximately 521 kW and support charging through onsite batteries, improving resilience during grid outages and reducing purchased electricity.
- **Installation Cost Control:** At existing facilities, DDOT has reduced construction costs by mounting conduit and Level 2 chargers along building walls rather than trenching. Site planning also accounts for vehicle duty cycles, with many DDOT vehicles having approximately 12 hours available for overnight charging.
- **Fleet Experience and Right-Sizing:** DDOT reported strong reliability and low maintenance needs from its Chevrolet Bolt fleet. The agency is also seeking smaller electric pickups that can maneuver in parking garages and reduce conflicts with pedestrians and other vulnerable road users, while still meeting snow, storm-response, and inspection needs.

Discussion: Members asked about Chevrolet Equinox EVs, Rivian pricing, vehicle size, garage constraints, and the limited market for medium- and heavy-duty equipment. DDOT explained that vehicle selection reflects operational requirements, existing Level 2 investments, procurement timing, and the need to avoid oversized trucks where possible.

Action Item: DDOT will continue developing battery-supported and solar-integrated charging capacity while monitoring the market for appropriately sized medium- and heavy-duty vehicles and specialized equipment

5. ADJOURNMENT

Amy Posner, Electric Vehicle Planner, City of Alexandria, REVD Chair

Chair Posner thanked participants for their engagement and encouraged members to continue sharing resources and ideas.

All meeting materials, including speaker presentations, can be found on the MWCOG website by clicking the link below –
https://www.mwcog.org/events/2026/5/21/regional-electric-vehicle-deployment-working-group/
https://www.mwcog.org/events/2026/7/16/regional-electric-vehicle-deployment-working-group/

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
For more information, visit: www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD)